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[a30-6]

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[a351]

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Hongkong, 29th April, 1908. [a798]

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Hongkong 16th June, 1911. [545]

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Hongkong, 12th April, 1911. [a591]

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[a673]

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Hongkong, 10th July, 1911. [a723]

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Hongkong, 31st July, 1907. [a509]

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Hongkong, 26th October, 1906. [a603]

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a773

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Hongkong, 24th July, 1905. [a677]

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TELEGRAPHIC ADDRESS "COPROUT,"
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Hongkong, 1st September, 1910. [a435]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS
Codes: A.B.C. 5th Ed. Letters
P. O. Box 94. Telephone No. 12.DEATHS.
On August 9th, at Shanghai, THOMAS SPEDDING, late Capt. in the China Merchants' S. N. Co., aged 56 years.

On August 10th, at Shanghai, infant daughter (PHYLLIS HOLLIDAY) of Mr. and Mrs. Charles Jorge, aged 11 months.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, AUGUST 15TH, 1911.

JUDGING from the comments one hears in regard to the local "constitutional crisis" arising out of the exercise of the vote by a Government officer upon a decision of the Sanitary Board, the community would seem to have grown so indifferent to the constitution of the Sanitary Board, that if the Government brought forward a Bill to abolish the Board to-morrow and to run the Sanitary Department on the same lines as the Public Works Department, we are not sure that the community would be stirred to a pitch of indignation which would express itself in vehement protest. There have been times in the history of the Colony when much greater public interest was shown in these matters. Fifteen years ago the ratepayers in seeking redress for constitutional grievances went the length of passing over all intermediary agencies—the Governor of the Colony, the Colonial Office, and even the Imperial Government—and appealed to the ultimate depository of authority in the Empire—the British people, through their representatives in the House of Commons. Among the requests they made was one for more power and influence in the management of unruly local affairs." Lord RIFON,

who was Secretary of State for the Colonies at the time, frankly said he would like to see a Municipal Council established in Hongkong. He urged, however, that there were at the time practical difficulties in the way, but he looked forward to their removal, and then, his lordship wrote, "in a clear field it may be possible to create a Municipal Council with some prospect of success."

His lordship thought it possible that the Sanitary Board might be developed into a satisfactory Council, controlling all or some of the revenue derived from rates. Mr. JOSEPH CHAMBERLAIN, who succeeded Lord RIFON at the Colonial Office, whilst this matter was under consideration, was not enamoured of the idea, for the reason that "the Colony and Municipality would be in great measure co-extensive, and it would be almost impossible to draw the line between Colonial and Municipal matters." Both the local Government and the Colonial Office would appear to have shaped their subsequent policy accordingly. It was because Mr. CHAMBERLAIN recognised that the Colonial Government is discharging Municipal duties that he allowed the citizens to be represented on the Executive Council. Perhaps it is a natural consequence of this view of the position that within the last few years the Sanitary Board has been shorn by legislation of much of the influence it formerly possessed. The next step is the final extinction of the Board. We observe that something very similar is going on in Singapore. A Bill has just been introduced into the Legislative Council there to deprive the Municipal Council of its representative character, and to constitute it upon the model of the Hongkong Sanitary Board. The present system was criticised by a Committee appointed in 1909. In justification of his finding that the representative system was not a success, it was stated the Commissioners felt it was unfortunate that there were few men of leisure in the Colony competent for the work, or men who were able to devote the time necessary for the discharge of the numerous duties imposed on the councillors, and for enquiry into the mass of detail involved in the questions submitted

to them for discussion, and so forth. The Government, in deciding to carry on the administration on the same lines as a Government Department, "saw that much valuable information and advice would be lost if the board was entirely dispensed with, and they, therefore, recommended that a board be appointed composed of members nominated by the Government, who should be prominent members of the community, so as to be in a position to advise on the general policy of the Municipality, and to consider supplies, although its functions should not extend to the rejection of the budget." Moreover, the meetings of the Board are to be held in private unless the Governor sees fit to direct otherwise. An unofficial member of council protested that "the rights of the ratepayers of the whole Colony are being taken away," and the second reading of the Bill has been postponed for a time. It will be interesting to see whether the ratepayers of Singapore as a whole are as indifferent as the ratepayers of Hongkong appear to be.

H. M. S. Flora arrived in port on Sunday evening. At the Magistracy yesterday Mr. Wood fined a boatman \$20 for anchoring on the cable reserve. A clean plague return was issued yesterday. The weekly return of communicable disease showed eight cases of enteric fever and three of smallpox. The 15th September is, we understand, the date fixed for the official opening of the whole of the Canton section of the Kowloon-Canton Railway. Colonel John T. Carter, chief paymaster, who was in Hongkong a few years ago, has become Chief Paymaster at the War Office and Officer in Charge of Records.

A Chinese residing at Wongneicheng was fined \$25 by Wood at the Magistracy yesterday for keeping and storing kerosene without a licence.

"The American residents of Hongkong have asked for a battleship." "Are they in danger of any kind?" "Certainly not. They want to give a dance." —Pittsburg Post.

The China Merchants' Steam Navigation Company has, it is reported, ordered the Kian Yuen Dock to build a river steamer for the Yangtze at the cost of Taels 37,000.

Mr. A. R. Lowe left by the French mail-steamer Polynesia yesterday for Shanghai en route to London via Siberia, on a business visit. Mrs. Leyton, who left for Home owing to the illness of her daughter, is travelling by the same route.

Owing to the unsettled state of the weather H. E. The Governor's "At Home" arranged for this afternoon (the third Tuesday in August) has been postponed until next Tuesday.

The invitations, which have been issued for the third and fifth Tuesdays in August therefore are now for the fourth and fifth.

Mr. H. Bond, of Messrs. Dodwell & Co., Ltd., at Foochow, has been transferred to the Hongkong house. Mr. Bond, the *Foochow Echo* says, has been a most regular attendant in the choir and his services will be greatly missed.

Before Commander C. W. Berkwith, R.N., at the Marine Magistrate's Court yesterday a boatwoman was fined \$5 for failing to exhibit the regulation lights between sunset and sunrise. The owners of ten other native craft were fined \$10 apiece for being in the Causeway Bay refuge without the written permission of the Harbour Master.

A Peking despatch says that a Dutch gentleman who was formerly manager of the bank of Java has been recommended to the post of financial adviser to the Chinese Government by the four Powers concerned in the loan. His annual salary is reported to be £5,000 and the term of appointment to be one year. The gentleman is reported to be well advised on Far Eastern questions.

Three Chinese boys were placed before Mr. Hazelton at the Magistracy yesterday on charges of maliciously killing two geese, killing with intent to steal, and trespassing on Crown Land. Defendants are alleged to have dumped into a stream near the coffee plantations, and this caused the poisoning of the geese. They were remanded until Wednesday, bail being allowed in each case in the sum of \$50.

When the E. and A. Company's steamer Alderham arrived at Sydney from the East the Customs officers made a big haul of opium. Searches from the department boarded the steamer down the harbour, and made a thorough search of the vessel. In the bunkers they found several parcels of opium, amounting in all to 75 tons. No owner could be traced on board, and the opium was duly confiscated and lodged in the King's Warehouse.

Twelve gamblers who were arrested at No. 1 Tung Soi Lane were fined \$3 each by Mr. Hazelton at the Magistracy yesterday. A similar fine was imposed on each of three men who were playing fantan in the street near the China Merchants' wharf. Other ten men arrested at 274, Queen's Road Central for gambling were convicted by the same Magistrate. The two keepers of the game were fined \$25 each, or six weeks' imprisonment, while the remainder of the men were fined \$2 each.

Another new Company is about to be formed in Shanghai—The Shanghai Fisheries, Ltd., of which Messrs. A. L. Anderson & Co. are the Secretaries and General Managers. The

objects of the Company comprise the acquiring of steam-trawling vessels, to salt and otherwise preserve any portion of the catch, and the manufacture of fish-sauage and fish-oil. The capital is Tls. 250,000 in shares of Tls. 10 each. Only 10,000 shares are now being issued and the share list closes on Wednesday, 16th inst.

The Acting-Prime Minister of the Commonwealth has received from the British Charge d'Affaires at Bangkok the following cable message:—"The Government of Siam wants to experiment with Australian ponies for cavalry. It requires 100, averaging 13 hands, and five years, to arrive at Bangkok not later than October, and if the price is reasonable, more afterwards. The Government of Siam is anxious to know the actual and reasonable price to be landed at Bangkok, or at any rate to be introduced to reliable agents. I should like to assist the Government of Siam in making the experiment successful, and would be grateful if the Government of the Commonwealth would assist, directly or indirectly.

SUPREME COURT.

Monday, 14th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNIHE JUDGE).

"AN EXAMPLE TO OTHERS."

Wong Tung Shun and the Yu Lung Yee Ki firm and Wong Kam Chi, partner in the said firm, for \$1,000 for wrongful dismissal. Mr. Shenton appeared for plaintiff, and Mr. Harris represented the defendants.

Mr. Shenton asked for an adjournment as his client had gone to the country, his mother being ill.

His Lordship—All these mothers are perennials.

Mr. Shenton—It is an unfortunate weakness of nature that they get ill.

His Lordship—When did you give Mr. Harris notice?

Mr. Shenton—On Saturday. I found it out when I was sending off the notices for witness.

His Lordship—Did he tell you?

Mr. Shenton—No.

His Lordship—Then I must strike it out as an example to others.

FILLIS' CIRCUS.

The first thing to be said of Fillis' Circus is that it presents an excellent entertainment in bright and agreeable circumstances. There is nothing objectionable either in the surroundings or in the programme, and the many who yearn for a pleasant evening after dinner cannot do better than patronise this show. They will be agreeably surprised to find that it represents a degree of brilliancy and variety seldom to be found in travelling combinations. The well-trained animals are without doubt a feature of the Circus, and their performances have to be seen to be realised.

Ajax, the marvellous contortionist, is all that he is described. Leon Pedro is a wonderful foot juggler, while the other items of the programme make the entertainment one of rare attraction.

TELEGRAMS.

THROUGH REUTER'S AGENCY.

THE STRIKE MOVEMENT IN ENGLAND.

GENERAL UNION.

LONDON, August 13th.

Though the dock strikes are settled, there is great unrest among all trades in London, especially among the railwaymen. Four thousand goods porters on five railways in London went on strike yesterday. The majority, however, resumed in the evening on receiving partial concessions. The Secretary of the Amalgamated Society of Railway Employees regards the outlook as very grave, owing to the discontent in all grades at the working of the Conciliation Boards.

Meeting of the London County Council tramwaymen were held at midnight and drafted demands for increased wages and shorter hours. If their demands are not conceded they will take a strike ballot.

RIOTS AT GLASGOW.

The Glasgow trams restarted to-day, but were again partially stopped by the violence of the strikers.

RENEWED RIOTING AT LIVERPOOL.

POOL.

LONDON, August 14th.

A meeting of 100,000 striking railwaymen at Liverpool yesterday led to the fiercest rioting in British strike annals. The police charged with batons a number of rowdies on the outskirts of the crowd outside St. George's Hall. This aroused the resentment of the demonstrators, who showered stones, bottles and blocks of wood at the police. A regular pitched battle ensued on the steps leading to the Hall and in the Square below, the police repeatedly hewing a path through the mob. The square was strown with scores of bleeding forms. The demonstrators resolutely stood their ground for an hour and the police were unable to clear the Square.

LATER.

The demonstrators at Liverpool consisted of all sections of transport workers.

Rioting was renewed early this morning.

The police and the men of the Warwickshire Regiment cleared the streets.

Five public-houses were wrecked and the provisions shops were looted, walls being torn down to supply missiles.

The street lamps were extinguished and revolvers were fired.

LATER.

The Magistrate read the Riot Act and a battalion of the Warwickshires and Scots Greys were called out and lined up ready to fire.

This overawed the strikers, who scattered into side streets where guerrilla fighting lasted till midnight.

The latest estimate of casualties shows 130 injured.

The rioters attempted to rush Lime Street station. They broke down the gates but were driven back by the police supported by the fire hose.

The station was converted into a temporary hospital.

The mob was most implacable. They stoned ambulances and taxi-cabs conveying the wounded police.

One superintendent sustained a broken jaw.

A patrol of Warwickshires was stoned from the roofs of houses in Preston Street to-morrow the 16th, and we are assured that any one paying a visit to the Hippodrome matinee will go away after the performance thoroughly satisfied with a really good night's amusement.

TELEGRAMS.

THROUGH REUTER'S AGENCY.

THE KING AND THE STRIKES.

LONDON, August 14th.

The King has telegraphed to the Rt. Hon. Sidney Buxton, President of the Board of Trade, that he is much pleased to hear that the strike has ended. His Majesty congratulates the Board of Trade and trusts that all work will be resumed to-day.

STEAMER ASHORE AT GUARDAFUI.

LONDON, August 14th.

Lloyd's agent at Aden telegraphs that the steamer *Fifeshire*, from Australia, is ashore at Guardafui.

The crew and seventy-five passengers have been landed at Aden. Two boats, with thirty occupants, are missing.

LATER.

THE *Fifeshire*.

The *Fifeshire* has been abandoned. She is now under water. The British steamer *Dalhousie* and the Italian steamer *Vallino* are searching for the missing boats.

The *Fifeshire*, built at Clydebank in 1898, belongs to the Elderslie Steamship Company of Glasgow. Her tonnage is 5,672.

THE POPE.

LONDON, August 14th.

The Pope's condition is unchanged, though His Holiness is more cheerful.

MOTOR FATALITY.

LONDON, August 14th.

Mr. E. Brodie Haare, a director of Lloyd's Bank and formerly M. P. for Hampstead, has died as the result of a motor accident.

LATER.

THE MOROCCO DIFFICULTY.

LONDON, August 14th.

CORRESPONDENCE.

TAXATION IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—As you and Mr. Ede have done me the honour of criticising my letter, I trust that you will afford me space for a reply.

Mr. Ede stated in Council that the average wealth of an individual in Hongkong is one-eighteenth of that of an individual in the United Kingdom; I challenged that statement, and showed that the average wealth reckoned by property was on Mr. Ede's estimate of Hongkong property one-ninth, and the average wealth reckoned by income (the true test of tax-paying capacity) was at least one-third in Hongkong of the Home average, and that we are taxed far less in proportion to our average income than our friends at Home. Neither you nor Mr. Ede have upset my figures in the least on those points, although you have both, unintentionally, no doubt, absolutely misrepresented my arguments.

After laying down the proposition stated above, I left the question of average wealth and missionaries will sit still in Shanghai and allow this thing to happen without sending forth a most eloquent cry of protest? Are our Consuls, our Council, our newspapers, our leaders, intellectual, social and military, willing to let a shameful piece of barbarity be enacted at our very doors without raising vigorous hands to prevent it? Surely among the Chinese themselves, and especially those of them here in Shanghai who have been educated in foreign schools and in foreign surroundings, there must be many who realize that the perpetration of such wantonly cruel acts as that now about to take place is a degradation to their country, a dragging of their national name in the dirt before the eyes of all nations.

In the name of humanity I appeal to you, to the foreign residents of this Settlement, and especially to every thoughtful and humane Chinese reader of your paper, on behalf of the unhappy, helpless-wretched now under sentence of death, and in his name I pray that justice may be tempered with mercy.

A BARBAROUS PUNISHMENT.

The following letter, under the heading of "A cherished sovereign right," appears in the *Shanghai Times*:

"Sir. My blood curdled when I read in your issue of this morning's date that the native priest who murdered his colleague on the borders of this Settlement some weeks ago is about to be executed in the Chinese City by 'Chau Lung,' a process whereby—in prison in a cage, and standing on tip-toe on a pile of bricks with his head thrust through a ring—he will slowly die from starvation and thirst, enduring the tortures of heat and rain and the bites of insects for a full week, if his strength holds out long, meanwhile."

I write this letter to you, Sir, painfully conscious of the weakness of my pen to adequately express the pity I feel for this poor wretched criminal, or to excite on his behalf the compassion of those who have so dreadful a manner planned his doom. But I do so, also, in the earnest hope that these words of mine will stir the feelings of others more capable—an power than myself, so that something may be done to prevent a disgrace to civilization being perpetrated with the knowledge and tacit consent of a community priding itself as being representatives of those great nations of the earth which are banded together in the glorious name of Christendom.

Is it not, I ask, that Christian Clergy and Missionaries will sit still in Shanghai and allow this to happen without sending forth a most eloquent cry of protest?

Are our Consuls, our Council, our newspapers, our leaders, intellectual, social and military, willing to let a shameful piece of barbarity be enacted at our very doors without raising vigorous hands to prevent it?

Surely among the Chinese themselves, and especially those of them here in Shanghai who have been educated in foreign schools and in foreign surroundings, there must be many who realize that the perpetration of such wantonly cruel acts as that now about to take place is a degradation to their country, a dragging of their national name in the dirt before the eyes of all nations.

In the name of humanity I appeal to you, to the foreign residents of this Settlement, and especially to every thoughtful and humane Chinese reader of your paper, on behalf of the unhappy, helpless-wretched now under sentence of death, and in his name I pray that justice may be tempered with mercy.

HUMANITY.

I am quite aware that taxed goods are imported, but peaches and pears do *pas de gras* are not any more necessities of life than champagne and birds' nest soup. I said food was free from taxes, not free from dealers' profits; and I cannot follow Mr. Ede's mental gymnastics when he sets off the increased cost of imports from Europe against exemption from Income Tax!

I must therefore repudiate most strongly the authorship of the statement, which Mr. Ede actually puts into my mouth, "that the cost of living here is 2½ times greater than the cost at home."

If one admits, however, that the cost of living here is greater, it follows that the cost of living abroad must be proportionately greater.

Although Government only exists for the benefit of the governed, still the labourer is worthy of his hire and every public servant requires a living wage, and one of the very expensive Hongkong roofs over his head.

There is, moreover, a greater fallacy which lies at the root of the whole of Mr. Ede's argument based on averages: he has to assume that the population is homogeneous here as in England, whereas in fact it is strongly divided between Europeans and Asiatics, and I assert without fear of contradiction that the average income of Europeans out here is much greater than it would be in England, and the average income of Asiatics in Hongkong is about double that of their compatriots in their own homes. And the proportion of Asiatics to Europeans is 20 to 1 in Hongkong!

Thus Mr. Ede proceeds to compare the average number of houses and occupants in England and Hongkong, forgetting apparently that the artisan's house in England is usually a cottage of one or two stories and in Hongkong a 4-story tenement house; and that the legal unit of cubic capacity here is about the same as in London tenement houses.

I now come to your arguments, Mr. Editor, and note in the first place that you doubt the need of additional taxation because (*inter alia*) the Colony will "save" the sum of \$400,000 spent on the Post Office and Law Courts in 1910. The sum spent in 1910 was, according to the report of the D.P.W., \$290,000; the sum in the published Estimates for 1911 is \$152,800; if, therefore, there is no expenditure under this heading in 1912, the "saving" will only be \$152,800, and the erection of new buildings in 1912 is probably contemplated.

You also bring forward the bogey of the greater cost of living and ignore the consequential greater cost of government, and you distort my argument by confusing the average wealth of the individual with the relative incidence of two classes of taxes which only constitute a quarter of the whole revenue and amount to \$4 a head.

You also wish to compare the relative expenditure here with that in England, without allowing for the relative higher income of the European here, and omitting the Asiatics entirely from your calculation.

It appears further that you are willing to wait until the Eastern Extension Co. erect a wireless station here and the Chinese Government establish one on the Pratas.

You apparently share the lethargy of the Honourable Members of Council, the learned barristers, merchants, shipping superintendents and underwriters, who are supposed to represent us, and who appear to be content with the reply of the Government that no information is available with regard to these matters, and sit silent like grubbed schoolboys at the bidding of the Rt. Hon. L. V. Harcourt.

So let us all sleep (it is a dreamy weather, doubtless) and wait for the Home Government, busy shooting grouse, and the Chinese Government, whose hands are full of rebellions: let Hongkong continue a back-number, the laughing-stock of the mercantile marine, the byword of the Pacific, till our much vaunted 35,000,000 tons of dust-boats and other vessels rest together at the bottom of the sea in the Great Typhoon from which "Wireless Telegraphy" might have saved us.

Is it to be "always afternoon" in Hongkong?—Yours, &c.

TAXPAYER.

THE TRADE OF SWATOW FOR 1910.

Mr. B. C. Town, H.B.M.'s Consul at Swatow, states in his Report on the trade of the port for 1910:

"Sir. My blood curdled when I read in your issue of this morning's date that the native priest who murdered his colleague on the borders of this Settlement some weeks ago is about to be executed in the Chinese City by 'Chau Lung,' a process whereby—in prison in a cage, and standing on tip-toe on a pile of bricks with his head thrust through a ring—he will slowly die from starvation and thirst, enduring the tortures of heat and rain and the bites of insects for a full week, if his strength holds out long, meanwhile."

I write this letter to you, Sir, painfully conscious of the weakness of my pen to adequately express the pity I feel for this poor wretched criminal, or to excite on his behalf the compassion of those who have so dreadful a manner planned his doom. But I do so, also, in the earnest hope that these words of mine will stir the feelings of others more capable—an power than myself, so that something may be done to prevent a disgrace to civilization being perpetrated with the knowledge and tacit consent of a community priding itself as being representatives of those great nations of the earth which are banded together in the glorious name of Christendom.

Is it not, I ask, that Christian Clergy and Missionaries will sit still in Shanghai and allow this to happen without sending forth a most eloquent cry of protest?

Are our Consuls, our Council, our newspapers, our leaders, intellectual, social and military, willing to let a shameful piece of barbarity be enacted at our very doors without raising vigorous hands to prevent it?

Surely among the Chinese themselves, and especially those of them here in Shanghai who have been educated in foreign schools and in foreign surroundings, there must be many who realize that the perpetration of such wantonly cruel acts as that now about to take place is a degradation to their country, a dragging of their national name in the dirt before the eyes of all nations.

In the name of humanity I appeal to you, to the foreign residents of this Settlement, and especially to every thoughtful and humane Chinese reader of your paper, on behalf of the unhappy, helpless-wretched now under sentence of death, and in his name I pray that justice may be tempered with mercy.

I am, Sir, Yours,

REEDS GRANDSON.

We take the following from the *N. C. Daily News* of the 11th inst.:

Instead as was hoped, of improving, the situation in Shanghai with regard to the recurrence of plague has become more serious.

Not only are cases from the infected district outside the settlement still coming in, but within the settlement boundaries a case has been discovered, and also one in the French Concession.

Further deaths have occurred in the Chinese Public Isolation Hospital, where the sufferers from the disease have been under treatment, so that now the death roll has reached a total of fourteen, and the number of persons at present under treatment is five.

Up to Wednesday six cases had been admitted to hospital, and yesterday (Thursday), there were three more. One of these three was discovered in an alleyway named Yung-Ching Li, in the French Concession. This alleyway is situated off Rue du Consulat, not far from Rue Montauban, so that it is practically in the heart of a large area inhabited by Chinese, and at the same time little distant from some of the foreign buildings in the Concession. A social case came from the International Settlement, principally from the same locality as the cases which gave rise to the trouble of November last. It was discovered in a house in Kansu Road, a thoroughfare which runs to the north of the Siccawei Creek, and is adjacent to North Tibet Road. On the discovery being made, the subject was at once removed to hospital, as was done with the others. The third of the day's cases came from the other side of the boundary line, namely, Tien Bau Li, from where the previous cases proceeded.

At the same time as the fresh subjects were brought to hospital, four of those previously under treatment died. The first of these passed away in the early morning, and was succeeded by the three others, one of the victims being a woman and the others men.

POSSIBILITIES.

Although a case has broken out, or rather

has been discovered, in the International Settlement, there is a ray of hope in the announcement of the opinion of Dr. Cox, who has been dealing with the plague patients, that it may simply be a migration from Tien Bau Li—the infected district in Chapei. So near this place is it, that this theory is highly probable, but the authorities will not allow the matter to rest there without making the fullest inquiry into all the circumstances.

The case from the French Concession presents a different aspect. The scene of the original outbreak is so remote from the district where this case has been discovered that the chances of its having got there in the same way as is supposed to have happened in the case in the International Settlement, seem rather slender. Rather would it appear as if it were a new focus, and accordingly the strictest precautions will have to be observed.

NATIVE IMPORTS.—The net value of imports of native produce shows a decrease of £192,692 on the previous year. The diminished import of native rice accounts for the whole of this decrease.

Tea and Bean Cake.—Insufficiency of rain in the North caused shortage in the bean crop, prices ruled high, the average price during the year being well over 83 per picul.

EXPORTS.

These show an increase in value over the 1909 exports of £29,278. Towards this increase sugar is by far the largest contributor.

Hair.—The export of human hair, to which attention was drawn in the 1909 report, has more than doubled in 1910. This article has reached the fifth place among the exports from the point of value and appears to have established itself firmly in the list.

Sugar Cane.—The net value of imports of sugar shows a decrease of £1,000,000.

Kerosene Oil.—The import of kerosene oil is not so large as might reasonably be expected.

The explanation lies in the fact that some of the oil companies only fill their Swatow tanks at length intervals, and that thus 12 months may pass, the import returns of which give no proper clue to the business done. The appearance of Burmese oil in the returns is noted as a new departure. A Chinese agent is in charge of the imports, but it is doubtful whether the new venture will be able to compete at all successfully with the older established companies.

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NOTICE:

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be retained until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address—PRESS CODES: A.B.C. 25th Ed.—Leibers.

NEW ADVERTISEMENTS

CONCERT.

A GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held on the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at 9.15 p.m.

If wet the Concert will be held in the Drill Hall.

Tickets \$2 and \$1 can be obtained from Messrs. KELLY & WALSH, or from VOLUNTEER HEADQUARTERS.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I. will attend.

Hongkong, 15th August, 1911. [1036]

HONGKONG—BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"KATUNA," ... On or about 5th Sept. For freight and further information apply to SHEWAN, TOMES & CO., General Agents, Hongkong, 15th August, 1911. [1037]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship "VORWAERTS," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the "Hongkong" and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Venice ex.s.s. "Metzvich," transhipped at Trieste.

Trieste ex.s.s. "Trieste," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 19th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Princes Building, Hongkong, 14th August, 1911. [1038]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Far Eastern News.
Leading Articles.

Fighting Malaria.
Civil Servants and Governorships.

The Anti-Quene Movement.
Steamboat v. Railway.

Hongkong's Taxation.
The Compradore.

The Lords and the Veto.
Random Reflections.

Hongkong News.
Correspondence.

The Taxation Question.
The Coronation Celebration Accounts.

Attempt to Kill a European.

Neighbours at Variance.
Night Atlass in the Harbour.

Rubber Exports from the States.
Bellis School.

Royal Square.
Shanghai Trade.

Another Dynamite Outrage at Canton.

Canton News.
Kulengsu (Amoy) Municipal Council.

His Excellency the Governor.

The Storm.
Shipping in the Harbour.

The Police Community.
The Sanitary Board Vacancy.

The Yangtze Floods.
Supreme Court.

Big Fire in Cebu.
Company Meetings.

Hongkong, Canton and Macao Steamboat Co.

Hongkong and South China Steam Fisheries Co., Ltd.

Hongkong Hotel Co., Ltd.

Telegraph and Telephone Extensions in China.

Six Patrick Manson's Services to Medicine.

Hongkong Legislative Council.

Political French of License.

China-Wood-Oil.

Victoria Recreation Club.

Naval Dock at Shanghai.

The Proudfoot Case.

Company Report.

The Hongkong Hotel Co., Ltd.

Hongkong and Shanghai Banking Corporation.

Hongkong and Whampoa Docks Co., Ltd.

J. Yengtsi Floods.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 15th August, 1911.

NEW ADVERTISEMENTS

EAST ASIATIC COMPANY, LIMITED,
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship "KINA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & CO., Agents.

Hongkong, 13th August, 1911. [1033]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE" FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst., at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

No Fire Insurance has been effected.

ABNHOOLD, KARBERG & CO., Agents.

Hongkong, 14th August, 1911. [1034]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BRAEMAR," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODD WELL & CO., LTD., Agents.

Hongkong, 14th August, 1911. [1035]

WANTED.

A N ASSISTANT COSTS CLERK. Preference given to Applicants with previous experience.

DEACON, LOOKER & DEACON, Deas Young Road, Hongkong, 14th August, 1911. [1036]

SITUATION WANTED.

SHIPPING CLERK—Young Man (age 26) with First Class Shipping and General Office experience in England. Knowledge of Typewriting and Shorthand, and holding excellent references, desire position. Due to arrive in Hongkong at End of August.

E. D., Caro of "Daily Press" Office, Hongkong, 12th August, 1911. [1021]

STAMPS BOUGHT.

HIGHEST PRICES paid for all sorts of Postage, Revenue or Telegraph Stamps, CASH PER RETURN MAIL.

Stamps of high denomination specially wanted.

H. ROSS SHIELLS & CO., 4, Elton Street, London, E.C.

Bankers—

UNION OF LONDON & SMITH'S BANK, LTD. 905.

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at—

BROWN, JONES & CO., 41, Morrison Hill Road, Hongkong, 1st June, 1911. [776]

PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

N. J. STABB,

Chief Manager.

Hongkong, 2nd August, 1911. [1034]

THE HONGKONG DAILY PRESS, TUESDAY, AUGUST 16TH, 1911.

INTIMATIONS

THE NEW SHOW

CAUSEWAY BAY.

GRAND OPENING NIGHT!

TO-MORROW NIGHT.

AUGUST 16TH, 1911.

Doors Open at 8 P.M.

Overture at 9.15 P.M.

When the following NEW ARTISTS will make their

FIRST APPEARANCE IN HONGKONG.

COROGOET FAMILY, TRICK CYCLISTS. MARRIANI FAMILY, EQUESTRIENNES. (3 in number)

ALEXANDROFF, FOOT EQUILIBRIST. MILE MIZE, LADY EQUESTRIENNE. (4 in number)

D. VERGULOF, CLOWN. MILE MIOSJA, LADY JOCKEY.

LOO HARRISON, CLOWN. VANGA, DASHING JOCKEY and SOMERSAULT RIDER.

MILES SONGA, KATGA, E. SONGA, ALBERTA, AUGUSTA, DANILOFF, BLAEMARIOUS, ELESA, FANNY, NATIONAL and CLASSIC DANCERS.

F. MARCSHENKO, HUNGARIAN POST RIDER, with 8 horses.

D. JOSEPH and his wonderful Dogs. NICOLAS and PIETRO, AGILE AEROBATS.

and N. BOROWSKY,

and his Magnificent Stud of Well-Trained Entire Horses.

PRICES AS USUAL.

MATINEES—EVERY WEDNESDAY AND SATURDAY AT 4.30 P.M.

Children Half Price to all Paris.

Soldiers and Sailors in uniform Second Seats 50 cents, Stalls 30 cents.

Box Office Now Open at ROBINSON PIANO CO.

Special Trams before and after the Performance.

Hongkong, 15th August, 1911. [1032]

INTIMATION

THE SHOW OF SUCCESSES
FRANK FILLIS'
GREAT EUROPEAN CIRCUSSITUATED AT THE VICTORIA SKATING RINK,
Opposite the Central Market, Hongkong.A SHOW UNEQUALLED BY NONE.
STARTLING, SENSATIONAL AND SATISFACTORY.

TO-NIGHT! WILL BE PRESENTED A PROGRAMME

OF
UNSURPASSED BRILLIANT BY THE
WORLD'S BEST ARTISTES.

SEE AND BELIEVE IS OUR MOTTO.

POPULAR PRICES PREVAIL.

Booking Plan at MESSRS. ROBINSON PIANO CO.,
Hongkong, 14th August, 1911.

D. B. MCPHERSON, Manager. [1010]

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.

THE above-named Steamer having arrived,

Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-

signature, and to take immediate delivery of Cargo alongside.

Cargo remaining undelivered on Friday, the 11th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on Monday, the 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before Monday, the 20th inst., otherwise they will not be recognized.

K. MATSDA,

Agent.

Hongkong, 8th August, 1911. [1011]

NORDDEUTSCHE LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PEINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Aug., at 9:30 A.M.

All Claims must reach us before the 19th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex.s.s. "Pondo" from Zanzibar via Aden.

Transshipped at Port Said.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 8th August, 1911. [5]

SOCIETA NAZIONALE DI SERVIZI
MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 17th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 14th instant, at 9:30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 8th August, 1911. [4]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SATSUMA,"

FROM NEW YORK.

CONSIGNEES of cargo are hereby informed that all the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No China will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognized.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 14th inst., at 2:30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by a Agent.

DODWELL & CO., LTD.,

Agents.

Hongkong, 8th August, 1911. [1012]

THE INDIAN BUDGET.

STATEMENT BY MR. MONTAGU.

LONDON, July 26th.

In the House of Commons to-day, Mr. Montagu, in introducing the Indian Budget, said that the Government of India may claim, in disposing of its last year's surplus, to have shown a combination of prudence and liberality, entrenched its own financial position, discharged its onerous liabilities and spent considerable sums on very deserving objects. Referring to the Budget Estimate, he said they were based on the expectation that the harvest and trade would be good.

THE DELHI DURBAR.

Mr. Montagu dealt exhaustively with the arrangements for the Delhi Durbar, and said he was of opinion that Government's decision regarding the expenditure represented fairly well the mean between extravagance and failure to give suitable expression to the feelings of a population deeply moved by a great and unique occurrence.

Our aim is to make the Durbar ceremonies as popular as possible, and to give every opportunity to the Indian people of sharing therein. We wish the King "God speed," believing that he will receive a real and heartfelt welcome from his peoples in India not only because the news of his popularity and devotion to his Imperial duties will have reached them, but because they will see in his visit thus freshly crowned an earnest that time and knowledge have increased the desire which has always animated the British people to help and serve their India fellow-subjects."

FINANCE: THE OPIUM REVENUE.

Reverting to finance, Mr. Montagu asked the House to look beyond the current financial year. He dwelt on the necessity of facing the loss on the opium revenue, and declared that the Government of India would loyally and scrupulously carry out their share in the agreement. He claimed the sympathy of the House of Commons for all who were doing their share to eradicate the immoral industry, firstly for the Chinese, who were showing admirable zeal, and then for the Indian tax-payers, who were willingly and cheerfully making the sacrifice. However, while it was difficult and undesirable to obtain a sudden increase in the revenue of India, nevertheless, there was a steady upward growth, owing to the general development of the country. A portion of the natural growth of revenue might possibly be required to meet increased expenditure on such subjects as Education and Sanitation, "but there is also a possibility of economy in other branches."

THE MILITARY DEPARTMENT.

"The promise of the Finance Member, during the debate in Calcutta, in January, that all Members of the Indian Government would carefully scrutinise expenditure, I have every reason to believe, is being fulfilled."

Indeed, it has given rise to rumours, whence obtained I know not, that we propose to cut down the Military Forces in India. But when reviewing expenditure in other Departments, why should we except the Military Department? If there were no Army (*sic!*) in India no one would suggest that the Army would be anything but adequate to the needs of the situation, but simply because the Army was organised in other times it is seriously suggested that you should not be allowed to question military expenditure. Government do not share this illusory view, but nothing is, or will be contemplated that might impair the efficiency of the Army for guarding the peace of the Empire. However this may be, the question as to whether the less on opium will involve fresh taxation cannot be definitely answered."

THE NORTH-WEST FRONTIER: AN UNDISPUTED PERIOD.

Adverting to political conditions, Mr. Montagu said—"There is little to say. The year has, fortunately, been uneventful, and the North-West Frontier has been singularly undisturbed. The appointment of a Special Officer in charge of the relations with the Wazirs has been undoubtedly successful hitherto, and it is hoped that the joint Anglo-Afghan Commission will check Frontier raids, especially if the Afghan authorities are firm in carrying out their agreement regarding outlaws."

Mr. Montagu paid a tribute to Mr. Williamson, who was killed by Abors, as a young and energetic officer who had done good service. He went on to refer to the constitution of the State of Barmer, which had not involved any change in the constitutional theories of the Indian Government, nor did it be taken any new policy in the future.

Dealing with political crime he said: "I am not minimising their horror and can imagine nothing more tragic than a devoted servant of Government having a career of utility thus cut short." Mr. Montagu expressed the deep regret of the Imperial Government and the Government of India at the deplorable murder of Mr. Ashe.

NEED FOR COURAGE AND FORETHOUGHT.

Mr. Montagu asked—"What do these prophets of peace mean?" All they mean is that the Indian problem, already difficult and complicated, is becoming more so as the country develops. That is all the more reason why we should face the future bravely and thinking, and avoid mournful pessimism." Whatever hysterics the armchair critics in the Press may indulge in, the Indian Courts are not to be defeated one jot from that strict justice which has won them the respect of all sections of the community, nor the Executive from clemency when they consider it advisable. The policy of Lord Crewe and Lord Hardinge of Penhurst is the policy of Lord Minto and Lord Morley, namely, the punishment of crime and sympathy with the progressive demands of the people."

THE NEW SPIRIT IN INDIA.

"India is changing as fast as, if not faster than, the West, and our views must keep pace. Peace, unity and Occidental education have produced a new spirit, and it is our duty to guide that movement aright, so far as possible. When the political organization of a great Empire undergoes change, it must not be regarded as an inspiration of a philistine Secretary of State, but must originate from within, not from without, and Statutes, Orders in Council, etc., by which the uncertain growing public demands are led into channels of altered policy, do not advance or retard the country. They are manifestations of the development of the country and only help forward a backward movement with a success which is dependent on the wisdom of those in whom the control is vested."

THE BUDGET WAS ADOPTED.

Lord Morley's influence on INDIAN PROGRESS.

Continuing, Mr. Montagu said—"Herculean task it is statesmanship, to diagnose the signs of the times and, when the moment comes, to step in. Lord Morley will be remembered for this. He set a seal upon Indian progress such as can fall to the lot of few Secretaries of State, and he found in Lord Minto one who had attained the affection and gratitude of India. By Lord Morley's Reform scheme we have provided a channel along which India's political history will run, I hope, contentedly and steadily for many years."

THE FUTURE POLITICAL AGITATION ON.

Regarding the future, Mr. Montagu said that political agitation must not outstrip development in other directions. "Western institutions cannot be imported ready-made. They

must be obtained by Western social development. The Indian educated factor, with democratic instincts, is a living factor, and it can only remove this inevitable rejoiner to its demands by years of patient work. The time is ripe for further modification of the system of government. I say to India—Work out your political destiny as far as you may under the existing Constitution and improve its machinery if you will. But, for the moment, attend to the most urgent problems in which, without you, Government can do nothing. Indians must turn their attention to organising an industrial population which can reap the agricultural and industrial wealth of the country and attain to a higher level of education and living."

Mr. Montagu exhaustively reviewed industrial and agricultural conditions, comparing the present progress in India with the development of English textile industries from isolated hand-weavers, and declaring that the period of transition would entail the gravest problems, to solve which India would need her best and wisest sons.

EDUCATION: APATHY OF THE PEOPLE.

He urged the importance of education, especially technical education, but regretted that he could not say much on the subject. The Department constituted last year had been hard at work, and he hoped the result would soon be made public. In this connection he alluded to the apathy of the people, which it was their duty to remove. Education and hygiene was essential, especially in view of the prospect of the increasing concentration of the population in large cities, with growing industrialism, but he was glad there were signs that a sanitary conscience was beginning to awake among the mass of the people.

"It is no use," he added, "to urge proposals requiring expenditure when so much can be done by private exertion and devotion to the problems of the local Government."

GOVERNMENT BY PRESTIGE.

Discussing the functions of Parliament in regard to India, he strongly deprecated the tendency to assume antagonism between the interests of the Indian and the interests of the official. Time was undoubtedly when it was the most important function of Parliament to see that Government by prestige was not carried too far in India, and to explain that Government by prestige pleased to its logical conclusion, meant that a member of this subject race had no right of redress against a member of the ruling race who injured him. "I do not say that it was ever so pressed in India. The prestige theory is now yielding to a strong and equitable administration, but a great deal of nonsense is still talked about prestige, which might be a useful asset with the wild side of the Frontier but not with the educated Indian. I mean a theory producing irresponsibility and arrogance, and not reputation of firm and dignified administration which no Government can afford to disregard, and which can only be acquired by deeds and temper, and not by appeal to the blessed word 'prestige.'

THE MEDICAL DEPARTMENT.

"The promise of the Finance Member, during the debate in Calcutta, in January, that all Members of the Indian Government would carefully scrutinise expenditure, I have every reason to believe, is being fulfilled."

THE MILITARY DEPARTMENT.

Mr. Montagu said the Earl of Ronaldsay had advocated Tariff Reform in India, but Government did not intend to depart from the Free Trade system. When the opportunity offered, they would make the fiscal system in India more in accord with what they believed to be the only sound economic doctrine.

Colonel Yate complained that the Indian people were not compensated for the loss on opium, and urged the prevention of the export of morphine and cocaine from Europe. He declared that the questions of the Labour Members in the House of Commons were obviously drafted by a Secret Society in Calcutta.

Mr. Keir Hardie denounced the Press misrepresentation of Indian affairs.

Sir Albert Spicer moved a Resolution in favour of the provision of facilities for Primary, Secondary and Technical education in India.

Sir George Robertson pointed out that the introduction of Elementary education would lead to a charge that they were trying to subvert Hinduism.

Mr. Montagu intimated that Government were in full sympathy with the education demands. When the scheme, which was now being elaborated, was known, it would be seen that it would go a long way towards bettering the system.

The Resolution was not pressed and was negatived without a division.

Sir John Jardine advocated the establishment of a University in Hongkong and the granting of an amnesty to political offenders on the Delhi Durbar.

THE QUESTION OF AMNESTIES.

Mr. Montagu replying during the debate, dealing with the proposed amnesty of prisoners and other suggestions concerning the Durbar, said it was not for him to make any kind of announcement. He could assure Members, however, that all suggestions would be brought to the notice of Lord Crewe. Referring to the Press Act, he said he believed it was being administered fairly and squarely, "to the best ability of men whose chief attribute was a scrupulous sense of fairness. As regards the suggestion that the Royal Indian Marine should patrol the Persian Gulf, Mr. Montagu said the Admiralty never objected to supply ships. It was the duty of the Admiralty to protect British interests anywhere. India, he said, did not possess a navy. The Indian Marine existed for the purpose of hydrographical surveys. Regarding education, Mr. Montagu said Lord Crewe would receive a deputation tomorrow. There was every desire to do something to improve the lamentable position of Indian education. The discussion on the Indian Budget concluded Mr. Montagu, had been more harmonious than any Indian debate he remembered. He congratulated the House on the message of hope he was able to send to their Indian fellow-subjects as a result of the debate.

The Budget was adopted.

THE "WIRELESS" EXPLORER.

DISCOVERING MINERAL DEPOSITS IN THE EARTH.

Exploring the earth to discover the position of mineral ore, is the latest use to which wireless telegraphy has been put.

For the exploring apparatus, with which experiments have been made by Dr. Löwy, of Göttingen, three holes, in line, are bored into the ground, to a depth of about 300 feet, or in some cases there are four holes, one at each corner of a square piece of ground, which may be as large as a thousand square miles.

Wireless antennae are placed in the holes, each antenna being about 250 feet in height.

By measuring the relative intensities of signals at one antenna sent from the others through the earth, the position of any mineral deposit can be estimated.

In examining a large tract of land for minerals,

one of the work of prospectors would be greatly facilitated and much shortened by the use of the new method. The wireless "diviner" has already been put to practical use, in some Silesian lead mines.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SPECIAL BARGAINS

TO CLEAR FOR

NEW STOCK

THE SUMMER CITY.
BERLIN AT ITS BEST.
[BY THE "DAILY MAIL" BERLIN CORRESPONDENT.]

The Berliners are an outdoor race and summer is their season. They are in their element now during these balmy days and cool nights. This is the time of the year when their prized home life vanishes, for all outdoors is home and the Berliner between June and September, and his Wohnung is merely a place where he drops in to sleep. Hardly anybody thinks of eating indoors, except at breakfast, and more often than not that most invigorating of meals is taken in the picturesquely flower-clad balcony which adorns almost every apartment in this community of flat-dwellers. To watch the people of Greater Berlin on a summer day is to realize for the first time even a throbbing metropolis, far removed from sea, mountain, and forest, has charms irresistible for those who love a life in the open.

An observant foreigner once remarked that the Berliner seems to be organized for eating and drinking. He must have formed his impression in summer time, for life in the Kaiser's bustling capital at this season revolves conspicuously and unmistakably around the inner man. The densest crowds are to be seen where food and drink are dispensed. If you catch an acquaintance hurrying to an appointment it is almost certain that he is going to meet wife, husband, sweetheart, or friend at a garden-cafe or restaurant. The theatre will, most assuredly not be the destination, for few playhouses which are not closed are never more than one-third full, despite strenuous efforts to entice audiences with half-prices or even free tickets. People who live from providing summer amusement for Berliners know that it must be open-air pastime if it is to pay. Even the theatres and opera-houses which have the faculty to remain open have gardens attached and provide long entr'actes to enable the audience to stroll beneath illuminated trees and sip beer to the strains of a military band.

THE OUTDOOR HABIT.
The outdoor habit obsesses all classes. Millions and wage-earners are its slaves. The "smart-set," or that section of it which has not hurried away to breezy Norderney, Borkum, or Sylt, on the North Sea, or to Harlingsdorf, Schwimmbad, and Heiligendamm, on the less tempestuous Baltic, literally livens the open in July and August. Its devotees, men and women, are in the saddle long before seven o'clock, cantering at appetite-producing gait through the pine-lined riding paths of the Grunewald forest or the alleys of the Tiergarten, Berlin's Hyde Park. Afterwards it is coffee and Brötchen at home, and in nine cases out of ten an hour or two of vigorous tennis on grounds near by—grounds of prodigious size, where 150 or 200 persons of both sexes and all ages can play at one time. The German takes his athletics seriously, and the morning at the not an important feature of his summer day.

Luncheon at one of the "de luxe" hotels—of course, in a garden—and a motor drive to Grunewald, Hohenasperg, or Kehlberg for the races fill up the insatiable Berliner's day; but he will not seek the seclusion of his bedchamber without spending the evening over dinner at the colossal Zoological Gardens, where 20,000 can eat at one sitting, or on the broad terraces of the Grunewald racetrack, at the Luna Park root-restaurants, or the Art Academy, or at one of the countless "garden" resorts which flourish by grace of the omnipotent outdoor habit.

Everywhere the Berliner and his wife will set to the accompaniment of hard-working military bands or Probingian orchestras, which seem to add according to the volume of cyclonic melody generated. But as long as the evening has been spent in the open everyone feels that day has been worthily ended, and before parties break up there is another rendezvous for tomorrow night and the night after. So it goes, "Gay Berlin's" blithe summertime. English and American tourists bemoan the absence of the Berlin al-fresco dining custom in their own countries. It is averred that files and mosquitoes are responsible. These are rare visitors in Berlin. Like so many other things of which the police take charge in Germany, they are probably mythical.

LIFE "UP THE RIVER."

It is not only the attractions of Berlin itself—but its charming environs that make it an ideal summer capital. The Spree, when its murk waters have swept out into the south-east through Treptow, past Nieder-Schöneweide an' above Grünau, is lively enough to challenge comparison with the Thames at Kingston, Maidstone, or Henley, and the Berliners are learning to revel in its beauties as Londoners have long done in the case of their beloved stream. Life "up the river" in Berlin increases in popularity from year to year. Punting is coming into vogue, racing crews may be seen in profusion in boats of two, four, and eight oars, and need I say it?—the banks are lined with garden-coffs, and eating-establishments, to which the populace of high and low degree flock by day and night.

On Sundays the river region is invaded in force. Those who have no partiality for it, Spree chose the no less picturesque river on the western edge of Berlin, the Havel whose bank and valley present an endless panorama of sylvan loveliness. Out on the fringe of the Grunewald forest the Havel's breadth attains the dimensions of a lake, and all along its course through Potsdam it is fringed with resorts which tempt the outdoor Berliner in their thousands. On the way to Potsdam is beautiful Lake Wannsee, which is Berlin's great popular summer outing-place. For those whose time or purse does not permit even week-ends at the seashore, Wannsee is Brighton and Margate rolled into one. Yachting, boating, and swimming pleasures draw thousands thither. Dotted picturesquely around its hill-hunkered shores are stately villas of the well-to-do, the handsome clubhouses of the Wannsee Yacht Club, and the Spanish Pavilion, a fashionable dining-place, while over on the eastern shore is the famed Wannsee "free bath," where Berlin's "Arries" and "Arriettes" sport themselves in the water and the sand. There are wild times at the "free bath"; these salubrious July days and evenings, for, though it is permitted to run riot and restrictions are few.

THE BERLIN BOUQUET.

The bourgeois Berliner, tradesman or artisan, gets quite as much out of his summer time as his plutocratic and aristocratic fellow-townsmen on Kurfürstendamm or the Tiergartenstrasse. To be out of doors as much and as long as possible is his ambition, too, and his wants are liberally catered for. No matter where he lives, his neighbourhood will boast of a dozen beer-gardens or cafés with trees and Chinese lanterns and bands, and he betakes himself with wife and children to the most inviting *Volks* as unfailingly as night-time comes around.

The Berliner holiday-makers are a community of walkers, too. Summer heat seldom deters them from their favourite exercise. You meet them in endless droves on Sundays. They take possession of the central streets, overrun the parks, and obstruct motorists in the country. They put on a perfectly happy-and-innocent day-on-their-feet. There are cafes and tea-sitting stations everywhere where food and drink await them, and a walking tour, which includes "first" and "second"

breakfasts, the midday meal, afternoon coffee and supper, with many "beers" between times, is one of the Berliner's great pastimes in this, his pet season.

If a foreigner could transplant just one of Berlin's manifold features to his own metropolis, he would do far worse than plump for its summer outdoor life. Its democracy, its health-giving properties, its bonhomie—even its ear-splitting bands—lift jaded spirits as if by magic from out of the frots and wretched worries of hot weather, and make one feel that Mother Nature, after all, is a kindly soul whom her sometimes ungrateful children ought to thank day and night for the summer time.

FEEDERICK WILLIAM WILE.

RUBBER SHARES.

SINGAPORE QUOTATIONS.

ON 3RD AUGUST, 1911.

[MESSRS. LYALL AND EVATT'S LIST.]

Nom. Value Buyers Sellers

2s Allgar Options ... 353 368
2s Allgar Options ... 1s 1s 5s
El Anglo-Java ... 75s 9s
2s Anglo-Malay ... 166s 17s 4s
El Anglo-Sumatra ... 55s 68 9s
1 Ayer Kuning ... 138s 17s
1 Banteng ... 418s 48s
2s Batang Malaka ... 181s 82s
2s Batu Caves ... 220s 235s
1 Batu Tiga ... 70s 78s
1 Beaute Borneo ... 156s 163s
1 Bukit Kasang ... 37s 38s
1 Bukit Lintang ... 71s 80s
2s Bukit Mertajam ... 2s 26s
2s Bukit Rajah ... 220s 240s x div.
2s Bukit Selangor ... 18s dis. -6s dis.
1 Carey United 5s p.d. ... 5s 10s pm
1 Castlefield ... 107s 116s 3
2s Chelmsford options ... 2 11 364s
2s Chimpala ... 1s 1s 1s
2s Cicely Ord ... 34s 39s
2s Consolidated Malay ... 16s 17s 1s
2s Dumai ... 100s 112 2 div.
1 D'Anistown ... 23s 26 6
2s Edinburgh ... 710s 9s
2s Federated Selangor ... 190s 210s
2s Golung Besar ... 4s 5s
2s Golonda ... 75s 83s 9
1 Gold-Hope ... 77s 87 6
2s Hajeeop ... 75s 83s 10s
2s Kampung Kwantang ... 9s 9s 11s 6
2s Kamuning f.p.d. ... 2s 582 pm
2s Kapar Para ... 141s 151s 3
1 Kepitigala ... 109s 12s x div.
2s Keppong ... 111s 12s 23s
2s Kota Tinggi ... 2s 23s
2s Kuala Lumpur ... 123s 133s 9
2s Labu (F.M.S.) ... 8s 9s 9s
2s Landron ... 65s 710s 10s
2s Ledbury f.p.d. ... 55s 65s
2s Linggi Ord ... 126s pd. 20s 27s 6 pm
2s Linggi Ord ... 30s 410s 4x div.
2s London Asiatic ... 9s 10s 9s
2s Lunat 16s pd. ... 9s 12s pm
1 Matrae 7s/2 Pref. ... 158s 170s
1 Matrae Ord ... 162s 177s 3
2s Merlimau Options ... 1s 1s 1s
2s Mount Austin ... 276s 31s 31s
1 N/Hannock 16s pd. ... 52s 65s 6x div.
2s Padang Java ... 2s 2s 2.9
2s Pataling ... 40s 44s 6x div.
2s Pelepa ... 3s 4s 4s 2
2s Perak ... 59s 66s
2s Port Dickson 8s pd. ... 20s 22s 4x div.
1 Rembia Prof. ... 20s 23s
1 R. Est of Johore 15s pd. ... 25s 30s 6
2s R. Est of Krian ... 2s 3s
2s R. Invest Trust 10s pd. ... 76s 9s pm
1 Sagga ... 20s 227s 6
1 Sapong ... 23s 27s 6
1 Seefield ... 90s 98s 9s
2s Selangor 18s pd. ... 40s 44s 6x div.
2s Sengat ... 3s 4s 4s 3
2s Seremban ... 70s 81s 3 div.
1 Shulford ... 48s 57s 6x div.
1 Silang ... 29s 35s 4x div.
2s Singapore Para ... 5s 5s 4s 3
2s Straits S. Beriam ... 5s 5s 4x div.
2s Straits Rubber ... 91s 102s 6x div.
2s Sumatra ... 8s 9s 9s
1 Sungei Choh ... 63s 72s 59s
2s Sungei Kapar ... 9s 10s 9s
1 Sungei Krian Prof ... 23s 27.6
1 Sungei Sekak ... 69s 75s 3 div.
1 Sungei Way ... 100s 103s 9
1 Tanjung Malm 12s pd. ... 156s 20s
1 Telru ... 53s 59s 59s 3
2s Tremelby ... 89s 97s 96s
1 United Sut. Berang ... 89s 97s 96s
2s United Sut. Botong ... 22s 25
2s United Sumatra ... 6s 10s 7s 2
2s United Temisang 16s pd. ... 6s 10s 7s dis.
1 Val d'Or ... 141s 17s 17s
2s Vallambrosa ... 30s 31s 6x div.
2s Yam Segp ... 76s 83s 8x div.
1 Aler Gajah ... 31.45 1.50
10 Ayer Hitam ... 34.00 36.00
1 Ayer Kuning ... 0.50 0.70
11 Ayer Molek ... 1.57s 1.62s
50 Ayer Panas ... 3.40 3.50
1 Bulkitt Timah ... 8.50 9.10
1 Bulkitt K. B. ... 8.10 10.00
10 Changkat Serdang ... 0.55 0.65
10 Cheras 8s pd. ... 4.50 4.75
10 Cheras 8s pd. ... 2.00 5.00 pm
2s Duff ... 3.50 3.75
1 Glensley ... 1.25 1.30
5 Hayter ... 6.00 7.25
10 Henriette 8s pd. ... 1.00 dis.
10 Indragiri ... 5.00 6.00
1 Juihan ... 0.23s 0.27s
1 Kolamek, 84 pd. ... 2.90 2.75 2.75
5 Kempas ... 2.50 2.75
1 Mahakota Pinda ... 0.50 0.55
1 Malakka ... 1.30 1.40
5 Martin, 13.50 pd. ... 0.50 dis. par.
10 Merrit ... 1.00 1.50
2 New Sorendah ... 1.95 2.10
5 New Singapore ... 6.25 5.35
1 Nyadas ... 0.27 0.32
5 Pajam ... 0.50 0.55
1 Pantai ... 1.10 1.15
10 Pego ... 2.67s 2.75
10 Polau Bulang, \$2.50 pd. ... 1.00 dis.
1 Pungkor ... 0.35 0.45
5 Radelle ... 9.10 10.10
2 Sandycroft ... 17.00 18.00
2 Singapore & Johore ... 10.00 10.50 x div.
2 Sungai Bagar ... 0.75 0.90
10 St. Helena ... 16.00
1 Tamakal ... 0.50 0.60
5 Teluk Anson ... 4.00 4.25
2 Trafalgar ... 0.70 0.80
1 Ulu Pandua ... 0.55 0.57s
1 United Malacca ... 0.50 0.55
1 United Singapore ... 1.10 1.15
Ra. 5°. Jelang ... \$120.00 130.00

SHANGHAI SHARE QUOTATIONS
ON 1ST AUGUST, 1911.

[J. P. BISSET & CO.'S LIST.]

COMPANY PAID UP QUOTATION

Bank	\$125	\$910, sales & b.
Hongkong & Shanghai	28	\$80, sales
National of China	1871	
Russo-Chinese	1125	Tls. —
Insurance		
Union Society Co. in North-China	\$100	\$825, buyers
North-China	45	Tls. 1871
Yantze Assoc.	100	\$410, buyers
Canton	180	\$1774, buyers
Hongkong Fire	160	\$326, buyers
China Fire	320	\$118, buyers
Shipping		
Indo-China prof.	25	Tls. 47, buyers
Shell Trans. prof.	21	24.0
& Trading prof.	210	\$11.00, nom.
Shai Tug & prof.	750	Tls. 20, sellers
Kochien Transport & Tow-Boat	750	Tls. 30, sellers
Docks & Wharves		
Shai Dock & Eng.	100	Tls. 50, buyers
H. & W. Duck	50	Tls. 55, sellers
S. & H. Kwoh Ward	100	\$55, buyers
H. K. Looh W. & G.	50	buyers
Yangtze	100	Tls. 130
Mining		
Raub Australian	21	\$2, sellers
Chinese Eng. & Min.	21	\$14, sellers
Land		
Shai Investment	50	Tls. 91, sellers
Hongkong Investment	100	\$94, sellers
Humphreys Estate	100	\$16, buyers
Weihaiwei	20	Tls. 41, buyers
China	50	Tls. 55, nom.
Anglo-French	100	Tls. 92
Plantations		
Ainsa Estates, Ltd.	21	Tls. 72, sellers
Anglo-Turk. Rubber	21	Tls. 40, buyers
Chempak	21	Tls. 12, buyers
Dominion Rubbers	21	Tls. 115, buyers
Kuching Rubber	21	Tls. 4, sellers
K. J. G. Plastics, Ltd.	21	Tls. 23
Shanghai Cotton	21	Tls. 4, sellers
Eastern Fibre	21	Tls. 90
Cottons, etc.		
Ewo	200	Tls. 771, sales
International	175	Tls. 60, buyers
Laou Kung Mow	100	Tls. 61, buyers
Soy Chies	100	Tls. 22
Shanghai Cotton	100	Tls. 63, sales
Eastern Fibre	210	Tls. —
Industrial		
A. Butler Cement	21	Tls. 23, buyers
The Works	150	Tls. 22, buyers
Anglo-Ger. Brewery	100	\$21, buyers
China Flour Mill	100	Tls. 21, buyers
China Im. & Ex.	100	Tls. 70, sales
Lumber	100	\$81, buyers
C. Sugar Refining	100	\$115, sales
Green Is. Cement	100	\$15, sales
Maatschappij, Co.	100	Tls. 3721, buyers
Stores		
Hall & Holtz	200	\$161, sales
J. Llewellyn	100	\$65, sales
A. S. Watson & Co.	100	\$51, buyers
Central Ordinary	100	\$10
Central Foundries	100	\$400
S. Mouris & Co.	100	\$20, sellers
Weeks & Co.	100	\$244, buyers
Lane, Crawford & Co.	100	\$115, sales
Dunning & Co.	100	\$28, sales
Hotels		
A		

AVERAGE MARKET PRICES.

August 10th, 1911.

The Price are given in Dollar Cents.
BEEF, MEAT.
Mai Lung Pa Yuk—Beef, sirloin
and prime cut lb. 20
Han Ngau Yok—Corned Beef 20
Shiu Ngau Yok—Roast Beef 20
Ngau Nam—Brest of Beef 14
Tong Yok—Beef for soup 15
Ngau Yok Pa—Beef Steak 20
Ngau Yok Ch'long—Sausages 24
Ngau Na—Bullock's Brains set 9
Ngau Lao—Beef Steak, Sirloin lb. 30
Ngau Le—Bullock's Tongue, fresh, each 45
Han Ngau Le—corned 63
Ngau Tau—Bullock's Head 0
Ngau Sam—Heart 12
Han Ngau Kin—Beef Hump, salt 18
Ngau Kok—Bullock's Feet each 9
Ngau Tu—Bullock's Kidney 9
Ngau Mo—Bullock's Tail 18
Ngau Kon—Bullock's Liver 16, 12
Ngau Te—Bullock's Tripe, undressed 6
Ngau Tsui Tuan Kok—Calf's head and Feet \$1.00
Yong Pai Kwai—Pork Chop lb. 22
Yong Pei—Loin of Mutton 22
Yong Pei—Mutton Shoulder 20
Yong Pei—Sheep's Head and Feet 50
Yong San—Sheep's Heart each 6
Yong Ing—Sheep's Liver each 9
Yong Kon—Sheep's Liver lb. 24
Chu Kok—Pig's Feet each 12
Chu Na—Pig Brains per set 24
Chu Tap—Pig's Fry 12
Chu T'au—Pig's Head 15
Chu In—Pig's Kidney pair 9
Chu Pi—Kwai—Pork Chop lb. 20
Chu San—Pig's Heart 12
Chu Kon—Pig's Liver 30
Chu Teal—Sucking Pigs (to order) 22
Shang Ngau Yan—Beef Suet 20
Shang Yung Ya—Mutton Fuet 22
Ngau Tsui—Veal 20
Ngau Lai Ching—Bed Sausage 20
Ngau Cha Pak Ch'ong—Veal 20
POULTRY
Kai Tsui—Chicken 30
Sai Kai—Capons 32
Pan Kai—Doves each
Sang Shou Shu Ap—Wild Duck, pair 20
Ap—Ducks lb. 20
Kai Tun—Hen's Eggs Doz. 24
Kai Pow—Canton 25
Hoi Nan Kai—Pows, Hainan 20
Nan Geese 22
Shi Kai Yip Ngao—Geese, Shantung pa. 25
Wild Duck Shanghai pa. 25
Pak Kor—Pigeons (Canton) 30
Om Ch'u'm—Quail 25
To Tsui—Hare 10
Mash Deer 10
Siui Kai—Pheasant 10
Chi Ku—Partridge each 10
Wo Fa Tse—Eco Birds doz. 10
Si Tse—Sapo 10
Shi Ap—Teal 10
Fowl Ap—Iad 10
Fo Kui Kung—Turkeys, Cock 80
Fo Kui Mo—Turkeys, Hen 40
Fowl
Kai Yu—Barbel 9
Pia Yu—Bream 16
Tam Shui Yu—Canton Fresh water Fish 16
Le Yu—Carp 22
Man Yu—Cat Fish 20
Man Yu—Codfish 17
Hai—Crabs 18
Mak Yu—Catle Fish 18
Shi Meng Yu—Dab 17
Wong Moi Lum—Dace 11
Tit To Shu—Dog Fish 9
Hoi Sin—Eels, Conger 17
Tam Shui Sin—Eels, Fresh water 16
Wong Sin—Eels, Yellow 92
Tin Kai—Frogs 36
Shak Pan—Garappa 60
Tao Kai Yu—Gudgeon 12
Loach 22
Can Yu—Mullet 32
Mong Yu—Mong Fish 40
Shang Yu—Oysters 20
Kai Yu—Parrot Fish 18
Le Yu—Parchi 20
Pak Chong—Pomfret White 12
Chi Chong—Black 24
Pi Pa So—Raj 9
Sik Kan Kui—Rock Fish 15
Sik Yu—Shark 9
Ma Yu Yu—Salmon, Canton 40
Shang Yu—Salmon, Fresh Water 40
Hi—Shrimps 32
Po Yu—Skate 11
Lap Yu—Snapper 49
Tai Yu—Sole 28
Wan Yu—Tench 20
Tao Hau Yu—Turbot 28
Kok Yu—Turtle, small, fresh water 56
Pak Bit Yu—White Bait 14
Fauna
Hang Yan—Almonds 25
Kan Shan Ping Ko—Apples, California 30
Tin Tsui Pin Ko—Apples, C'fco 30
Fan Chi—Apples, Custard, &c. 22
Yan Pin Ko—Apples, 22
Yan Pin Ko—Apples, Japanese 15
Shang Sheng Heung Tsui—Tin, transparent, Canton 3
Young Hui—Bananas, Macao 8
Fung Lui—Cheerants, Chinsea 8
Yo Ta—Cocounuts, Chinsea 10
P'6 Tai-Tai—Grapes, 1st cl. lb. 10
Ning Nong—Lemons, Chinese 8
Kan—San Linakas—Lemon, American 6
Lai Chi—Lichcas, Fresh 6
Yan Pin Ko—Apples, 2nd
Lai Chi—Lichcas, Small 20
Lai Chi—Lichcas, Small 20
Ning Nong—Lemons, Saigon 10
P'6 Lui Sung Mong—Mango, M'g each 10
On Nam Mong—Mango, Saigon 10
Shai Chuk Tsui—Mongosteen, per doz 20
Yong Sui Kai—Water Melon, American 6
Sui Kai—Water Melon China 3
Heung Kwa—Muske Melon 6
American 6
Passion Fruit, American 6
Pak Lam—Olives 6
Ching—Oranges, Sweet 30
Chin Chang—Orange, 6
Swatow 6
O Mun Ch'ing—Oranges, Macao 6
Chi Sa Kai—Small 5
Tim Ket—Mandarin 10
Pa Shang—Peanuts 10
Shang Tsui—Pears, American 6
Shang Tsui—Pears, American 6
Heung Tsui—Pears, Swatow 6
Shin Tsui—Pears, Cooking Canton 6
Hung Tsui—Pears, Peninsular large 10
Pan Ti Po—Pineapple, C'fco 6
Orange (Canton) 6
Orange (American) 6

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons D.W.	Captain	To Sail on or About
SUVERIC	11,000	F. S. Cowley	22nd August
KUMERIC	11,000	G. B. McGill	26th September

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
King's BUILDING, Praya Central.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.
(MANAGING AGENTS).

CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE—WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM CALCUTTA:

Frequent Sailings (End August, End September).

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS.

Hongkong, 20th July, 1911.

WHEN A SHIP GOES DOWN.

TRAGEDY FOR WHICH CAPTAIN PAYS UTMOST PENALTY.

Doctors' mistakes, many of them at any rate, are buried in the ground, says a writer in *Mansions*. Those made by lawyers are paid for by their clients. But the mistakes made by sea captains, no matter what they may cost others, are in the end settled by the captains themselves. The long roll of suicides tells the story.

There is never a voyage without its sudden emergency, demanding presence of mind, cool judgment and skill. Let these qualities fail the master mariner in his time of need and no matter what might have been the strain on body and brain in his professional career is at an end.

There was Capt. Frederick Watkins, who commanded the *City of Paris* when the old Indian liner came staggering to port with the Atlantic waves swashing about her holds and surging against her bulkheads, the result of a top shrouded impact with an iceberg. The liner was thronged with passengers; the unforeseen danger came near to setting her and her thousand souls to the bottom, but the energy, resourcefulness and skill of her commander brought her safe to port, a deed to be long remembered.

It was remembered up to a few years ago, when a slight miscalculation on the part of Capt. Watkins sent his vessel upon the shoals rocks on the Cornish coast. Now you may search all of the obscure places of the earth and you may not locate him.

There was the *Princess Victoria Louise* of the Hamburg-American Line, which drove hard upon the coral beach at Port Royal in the island of Jamaica. The vessel was thronged with tourists making a jaunt to the West Indies. Fortunately the sea was calm and there was no difficulty in getting passengers ashore. When the last had been safely landed the captain went to his stateroom and put a bullet through his brain. The pitiable part of it all was that he had no need to. It was not the brain he shattered that was at fault, but the Kingston earthquake, which had destroyed the lighthouse. Groping for this same lighthouse a few days later came another vessel of the same line, the *Peris Waldemar*. Her crew took a few hundred feet distant from that of her consort, more testimony to the skill of the navigators. Had the lighthouse been there they would have found the passage; failing it they found destruction.

TRAGIC CASES.

There will be many to recall the tragedy of the *Oder*, a North German Lloyd steamer, which was on her way to her home port in Bremen when she struck on the island of Socorro at the entrance to the Red Sea. It was with extreme difficulty that the passengers were rescued. After all had been got ashore Capt. Pfeiffer shot himself. The ship was lost.Capt. Griffith of the *Mohican* stood on the bridge of his fast sailing ship until the waters engulfed him. Deloncle, of the French liner *Bourgogne*, sank in mid-Atlantic by collision with the British steamer *Cromartyshire*, was last seen on the bridge, with hand on whistle cord, as his vessel took the long dive. Von Goessel of the *Eider* went down with his ship, standing with folded arms upon the bridge as the vessel slowly sank.In the disaster to the steamship *Republic* he was lost to Capt. James Seaby, her commander. Yet he was dropped from the service, and now, at the age of 50, is studying admirably law at the University of Michigan. All his sea career had been with the White Star Line and for sixteen years he had commanded its vessels.There was one case in which a captain lost his ship because of too great deference to the wishes of his passengers. The vessel was the *Norse King*. At the time of her launching she was making a cruise among the Ionian Islands carrying 250 tourists. The ship was keeping a course about seven miles off the picturesque coast of Zante, when a delegation of passengers came to Capt. Wright and urged him to stand closer inshore that they might better see the region which Byron had immortalized. He obligingly complied. A few hours later the *Norse King* was hard aground on a jutting reef. The passengers were got safely shore, where they promptly held an indignation meeting and signed a paper denouncing the captain, who had wrecked his ship and his reputation in an effort to oblige them. The vessel became a total loss and the master's certificate was suspended.

Of different stuff was a captain of a coast-wise craft which a few summers ago carried a number of excursionists out from Halifax. On the return trip a dense fog suddenly hit the coast. With all the thoughtlessness of ignorance a party of the excursionists gathered forward of the pilot house and sought to enlighten the captain as to where they had been led astray. They had hardly begun before the captain appeared.

"You people stop that noise," he commanded, "and go astern, and do it now!"

They went. When the vessel was safe alongside the pier one of the party, a woman, sought the captain and began berating him for boorishness.

"My brother is one of the owners of this line," she said, "and when I tell him of your discourteous conduct he will have you dismissed."

"When you tell your brother of my conduct," the captain grimly replied, "you might add that when I ordered you and your party away from the pilot house I had nothing to guide me but the sound of the whistling buoys, and that if I had allowed your singing to drown that sound the chances are that you would not have had any opportunity of making complaint!"

THE "CHINA'S" STRANDING.

One inexorable case of the loss of a vessel was the spectacular stranding of the big *China* of the Peninsular and Oriental Service which ran ashore on an island in the Red Sea in 1897. Among the numerous passengers was Lady Brassey. It was her birthday and there was a special dinner in honour of the occasion. The vessel was the commando ship, and her captain was the commodore of the line. Lady Brassey sat at the right hand of the captain. As was so ingeniously shown in the inquiry he was so engrossed in his fair neighbour's conversation that he paid no attention to three notes which were sent to him from the bridge. The notes warned the captain that the vessel was rapidly nearing a certain point and that the course should be altered. Convinced that he had done all that was required of him the officer of the watch did nothing more, and before the dinner was over the vessel struck.

That ended the captain's sea career. It also ended any further chance of mishap through the conversation of captains with passengers, as the line issued an order that in future the commanders of its vessels would not be allowed to come into social intercourse with voyagers. The same rule, now obtains with all the big liners in the trans-Atlantic service. In the old days it was the captain's custom to make the personal acquaintance of his cabin passengers, to be at table at every meal, with the most distinguished of the voyagers at his side. People who knew individual captains would wait weeks for an

opportunity of sailing on their ships. But in these days of record voyages the average passenger cares no more about the captain than he does about the cook. He takes the first steamer that suits his convenience and seldom knows the name of the commander. If the captain makes the round of the promenade deck once a day it is about as much as is expected of him. He seldom goes near the smoking room. He has his meals served in his cabin and is rarely seen in the dining saloon. In rough weather he stands at his place upon the bridge for long hours day and night.

WEATHER REPORT.

On the 14th at 12.15 p.m. The barometer has fallen generally, considerably over Japan and the Loochoos, and slightly on the China coast and in Lui.

A typhoon has appeared over the Pacific to the S.E. of the Loochoos. It is probably moving towards N.W.

A depression, apparently shallow, lies over the S. coast of China between Hongkong and Amoy.

A depression, probably the recent typhoon, is moving towards N.E. over Manchuria.

Pressure is highest over the Pacific to the S.E. of Japan.</

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA Capt. Barcham	Daylight 17th Aug.	Freight and Passage.
	DELTA Capt. E. P. Martin	About 31st Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DÉFENSE	Noon	Sea Special of Call Capt. H. Powell
LONDON AND ANTWERP	NORE Capt. G. Phillips	About 23rd Aug.	Freight and Passage.
VIENNA, COLOMBO, PORT SAID AND MARSEILLE	SOCOTRA Capt. G. J. Coldwell	About 6th Sept.	Freight only.
SHANGHAI, MOJI, KOBE, YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th August, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 15th Aug., 4 P.M.
MANILA, ZAMBANGA, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS-	"TAIYUAN"	On 17th Aug., 4 P.M.
BANE, SYDNEY & MELBOURNE		
SHANGHAI	"YOCHOW"	On 17th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 19th Aug., M'Night.
MANILA, CEBU and ILOILO	"KAIFONG"	On 22nd Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 24th Aug., 4 P.M.
WEIHAIWEI and TIENSIN	"HUICHOW"	On 25th Aug., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

The Steamer Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 18th August next, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the s.s. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience—including a Palm Garden on the Bridge Deck—all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER TONS DATE OF SAILING.
KIYO MARU ... 17,500 ... TUESDAY, 22nd August, at Noon.

The S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG

To LONDON £71.10.0
and Return 6 Months £120.0.0

To VALPARAISO Yen 570.00

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,
King's Building (Opposite Blake Pier).
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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATES.

YOKO MARU Capt. R. Takeda, 7,000 WEDNESDAY, 16th Aug., at 5 P.M.

HIRANO MARU Capt. H. Fraser, 9,000 WEDNESDAY, 30th Aug., at Daylight.

TANGO MARU Capt. K. Kawara, 8,000 WEDNESDAY, 13th Sept., at Daylight.

KAMAKURA MARU Capt. B. Kon, 7,000 SATURDAY, 9th Sept., from KOBE.

SAWA MARU Capt. Iriyama, 7,000 TUESDAY, 15th Aug., at 4 P.M.

SINABA MARU Capt. S. Tominga, 7,000 TUESDAY, 12th Sept., at 4 P.M.

YAWATA MARU Capt. T. Sekine, 5,000 FRIDAY, 1st Sept., at Noon.

KAMO MARU Capt. Sonnens, 9,000 THURSDAY, 17th Aug., at 11 A.M.

NAGASAKI, KOBE and YOKOHAMA Capt. M. Yagi, 6,000 WEDNESDAY, 30th Aug., at Noon.

BOMBAY MARU Capt. J. Toranaka, 5,000 WEDNESDAY, 16th Aug., at 4 P.M.

TO SAWA MARU Capt. Tozawa, 7,000 TUESDAY, 22nd Aug., Calling at Djibouti.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. * Cargoonly.

BTWEN

HONGKONG AND JAPAN PORTS.

COMMENCING 1st June, ENDING 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$120 \$110 \$100 \$90

2ND CLASS \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information apply to

14-46] T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS TONS SAILING DATES.

SIBERIA 18,000 SATURDAY, 26th Aug., at 1 P.M.

MANCHURIA 27,000 FRIDAY, 8th Sept., at 1 P.M.

MONGOLIA 27,000 SATURDAY, 30th Sept., at 1 P.M.

KOREA 18,000 SATURDAY, 28th Oct., at 1 P.M.

SIBERIA 18,000 FRIDAY, 10th Nov., at 1 P.M.

MANCHURIA 27,000 SATURDAY, 25th Nov., at 1 P.M.

MONGOLIA 27,000 SATURDAY, 16th Dec., at 1 P.M.

KOREA 18,000 FRIDAY, 12th Jan., at 1 P.M.

* Twin Screws

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAKI, SHIMIZU, and HONOLULU, on SATURDAY, 26th August, at 1 P.M.

FARES: HONGKONG to LONDON £71.10s. od. RETURN, SIX

MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS

ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia; to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls Stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

PERSIA.....9,000 Tons FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOAKI, SHIMIZU and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES: HONGKONG to LONDON via Canadian Atlantic Ports £43.

HONGKONG to SAN FRANCISCO via New York £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival as well as at their destinations, as the dates of return Mail.

Mounted on Card 30-Cents.

On Paper 20.

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

ARRIVALS AT HOME.

Aug. 11th—Dumbea.

July 11th—Himalaya, Hyson, Morgan, Ob-

ack, Alvia, Vorwarts, 14th—Braemar, Kin-

tuck, Myrmidon, Peshawar, Serdania, 16th—

Bengal, Nile, Prince Ludwig, Welsh Prince,

21st—Idomenes, Kano,

"GRAETZ."

METALLIC FILAMENT.



EHEICH & GRAETZ,
BERLIN S. O. 36.

LAMPS

Saving in current 70%

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 11th August, 1911.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS

August 14th

ON LONDON—	
Telegraphic Transfer	1/98
Bank Bills, on demand	1/93
Bank Bills, at 30 days' sight	1/94
Bank Bills, at 4 months' sight	1/95
Credits, at 4 months' sight	1/94
Documentary Bills 4 months' sight	1/94
ON PARIS—	
Bank Bills, on demand	2/51
Credits, at 4 months' sight	2/39
ON GERMANY—	1/03
On demand	1/03
ON NEW YORK—	4/13
Bank Bills, on demand	4/13
Credits, at 60 days' sight	4/14
ON BOMBAY—	
Telegraphic Transfer	1/33
Bank, on demand	1/33
ON CALCUTTA—	
Telegraphic Transfer	1/33
Bank, on demand	1/33
ON SHANGHAI—	
Bank, at sight	7/4
Private, 30 days' sight	7/5
ON YOKOHAMA—	8/7
On demand	8/7
ON MANILA—	Peso 8/7
ON SINGAPORE—	7/6
On demand	7/6
ON BATAVIA—	10/7
On demand	10/7
ON HAIKONG—	11/7 pm
On demand	11/7 pm
ON SAIGON—	On demand
On demand	8/4
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LEAF, 100 fine, per tael	\$88.10
BAT SILVER, per oz.	24/1
SUBSIDIARY COINS	
Chinese 20 cent pieces	\$7.39 discount
Chinese 10 "	87.58
Hongkong 20 "	87.12
Hongkong 10 "	87.35

CHINESE BANKS

per cent

Chinese 20 cent pieces

\$7.39 discount

Chinese 10 "

87.58

Hongkong 20 "

87.12

Hongkong 10 "

87.35

SHARE LIST.—QUOTATIONS HONGKONG, AUGUST 14TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTAS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$8910, sellers
China Borneo Company, Limited	60,000	\$12	all	\$287 10/-
China Light and Power Company, Limited	50,000	\$5	all	\$93
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$1.20, buyers
COTTON MILLS—				
Ewe Cotton Spinn'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 80
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$56
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Laon-Kung-Mow G-Spin & Weav. Co., Ltd.	5,000	Tls. 100	all	Tls. 61
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$72	buyers	
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$54, sales
New Amoy Dock Co., Limited	10,000	\$63	all	\$53, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkew Wharf Co., Ltd.	36,600	Tls. 100	all	Tls. 88
Green Island Cement Co., Limited	400,000	\$10	all	\$3.90, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2.00
Hongkong Electric Co., Limited	60,000	\$10	all	\$2.15
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11.9
Manila Metropole Hotel Limited	15,000	\$25	all	\$11
Hongkong Ice Company, Limited	50,000	\$10	all	\$10, sellers
Hongkong Kora Manufacturing Co., Limited	60,000	\$10	all	\$13
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	all	\$22, buyers
China Traders Insurance Co., Limited	24,000	\$35.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350
North-China Insurance Co., Limited	10,000	\$15	all	\$167
Union Insurance Society, Limited	12,400	\$250	all	\$815, sales
Yangtze Insurance Association, Limited	12,000	\$100	all	\$215, @ Ext. 73, buyers
LANDS AND BUILDINGS—				
Hongkong Land Investment Co., Limited	50,000	\$100	all	\$94
Hongkong Land & Estate and Finance Co., Ltd.	150,000	\$10	all	\$61, buyers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	all	\$26, buyers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 90
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$45, sellers
MINING—				
Raub Australian Gold Mining Co., Ltd.	16,000	Fcs. 250	all	\$700
Société Française des Charb'ges du Tonkin	20,000	\$21	all	\$82
Raub Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$12
Peak Tramways Co., Limited	50,000	\$10	all	\$11.10, sales
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$140, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$143, sellers
STREAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10
Douglas Steamship Co., Limited	20,000	\$50	all	\$22, x div. sales
Hongkong, Canton & Macao S.B.C., Ltd.	80,000	\$15	all	\$65, (London), sales \$23 17. 6
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	1/2, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$220, buyers
South China Morning Post, Limited	10,000	\$10	all	\$162
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$43.50
Watkins, Limited	10,000	\$10	all	\$2, sal. & bu.
A. S. Watson & Co., Limited	90,000	\$10	all	\$6, sales
Weissmann, Limited	5,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterfront Co., Limited	100 fders	\$10	all	\$300
	50,000	\$10	all	\$64
DRUGS—				
Paraffin Rubber in London	4/72 per lb., quiet.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1836	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.
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